

IN THE SPECIFICATION

At page 5, please replace paragraph [0021] with the following amended paragraph:

[0021] Cooling circuit second cooling opening 134 extends at least partially through shank ~~convex sidewall 120~~ convex sidewall 122 such that opening 134 extends between ~~sidewall 120~~ sidewall 122 and platform downstream skirt 92. Accordingly, a discharge side (not shown) of opening 134 is between platform 62 and dovetail 66, and more specifically, is between aft angel wing 102 and dovetail 66.

At page 5, please replace paragraph [0022] with the following amended paragraph:

[0022] During engine operation, at least some cooling air supplied to blade 52 through dovetail 66 is discharged outwardly through concave opening 132. More specifically, opening 132 is oriented such that air discharged therethrough is directed towards platform 62 for impingement cooling of platform 62 along platform pressure-side edge 94. Specifically, air discharged from cooling opening 132 impinges upon an underside 150 of platform pressure-side edge 94. During engine operation, rotor blade pressure side 54 is generally exposed to higher temperatures than rotor blade suction side 56. During operation, ~~cooling opening 134~~ cooling opening 132 facilitates reducing an operating temperature of platform 62.

At page 5, please replace paragraph [0023] with the following amended paragraph:

Airflow discharged from opening 134 is also channeled through cooling opening 134 towards aft angel wing 102. More specifically, air discharged from cooling opening 134 facilitates purging aft angel wing buffer cavity 110. Maintaining adequate purging of cavity 110 facilitates reducing an operating temperature and an amount of creep of aft angel wing 102. The majority of airflow through opening 134 is airflow that had been discharged from opening 132. Without cooling opening 132, opening 134 would primarily only receive secondary airflow from forward wheel space cavity 109, and as such, ~~cavity 108~~ cavity 110 would receive a reduced purge flow. Accordingly, the combination of concave shank cooling

hole 132 and convex shank cooling hole 134 provide enough cooling air to cavity 110 such that flowpath ingestion that may occur within at least some known rotor blades is facilitated to be reduced.